



Appl. No. : 09/945,311  
Filed : August 30, 2001

AMENDMENTS TO THE CLAIMS

Please amend cancel Claim 1-3, 10-14, and 16-24 without prejudice or disclaimer.

1. (Canceled)
2. (Canceled)
3. (Canceled)
4. (Canceled)
5. (Canceled)
6. (Canceled)

7. **(Previously Presented)** A wheeled vehicle comprising a frame, a front wheel steerably attached to the frame, a rear wheel attached to the frame, a motive member mounted to the frame and delivering a torque to the rear wheel, a control unit electrically connected to the motive member and comprising an outer housing, an accelerometer mounted within the outer housing and electrically communicating with the control unit, the accelerometer adapted to output an output signal that varies with the rate of forward acceleration, said control unit adapted to compare said output signal to a front wheel lifting acceleration range signal and said control unit further adapted to reduce the output of said motive member if said output signal exceeds said front wheel lifting acceleration range signal and when a vehicle is within a predetermined vehicle speed range and when a throttle is within a predetermined throttle position range.

8. **(Original)** The vehicle of Claim 7, wherein said accelerometer is mounted generally horizontally.

9. **(Previously Presented)** The vehicle of Claim 7, wherein said output signal varies as a mathematical sine of said pitching angle of the vehicle caused by rapid deceleration.

10. (Canceled)
11. (Canceled)
12. (Canceled)
13. (Canceled)
14. (Canceled)
15. (Canceled)
16. (Canceled)

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17. (Canceled)

18. (Canceled)

19. (Canceled)

20. (Canceled)

21. (Canceled)

22. (Canceled)

23. (Canceled)

24. (Canceled)

25. **(Previously Presented)** A method of controlling operations of a vehicle during acceleration, the vehicle having an electronic control unit that comprises a control circuit that is in electrical communication with a semiconductor accelerometer, said electronic control unit adapted to control operation of a motive member, said method comprising sensing an output signal from said accelerometer, sensing a throttle position, and sensing a vehicle speed, comparing said accelerometer output signal with a preset threshold level, comparing said sensed throttle position to a preset throttle angle, comparing said vehicle speed to a threshold speed, decreasing an output of said motive member only if said output signal from said accelerometer exceeds said preset threshold level, said sensed throttle position is greater than said preset throttle angle, and said sensed vehicle speed is less than said threshold speed.

26. **(Original)** The method of Claim 25 further comprising decreasing said output only if said output signal exceeds said preset threshold level for a preset period of time.

27. (Canceled)

28. (Canceled)

29. **(Original)** The method of Claim 25, wherein said motive member is an internal combustion engine and decreasing an output of said motive member comprises selectively interrupting ignition of said engine.

30. **(Original)** The method of Claim 25, wherein said motive member is an internal combustion engine and decreasing an output of said motive member comprises selectively interrupting fuel injection of said engine.

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31. **(Original)** The method of Claim 25, wherein decreasing an output of said motive member comprises stepping the output down over a period of time.

32. **(Original)** The method of Claim 31, wherein said output is stepped down based at least in part upon a sensed vehicle speed.

33. **(Canceled)**

34. **(Canceled)**

35. **(Previously Presented)** A method of controlling operations of a vehicle during acceleration, the vehicle having an electronic control unit that comprises a control circuit that is in electrical communication with a semiconductor accelerometer, said electronic control unit adapted to control operation of a motive member, said method comprising sensing an output signal from said accelerometer, comparing said output signal with a preset threshold level, if said output signal exceeds said preset threshold level then decreasing an output of said motive member, and returning said output to a normal output level after said output has been decreased, over a period of time, or in a series of increments.

36. **(Previously Presented)** A motorcycle comprising a frame, a front wheel steerably attached to the frame, a rear wheel attached to the frame, a motive member mounted to the frame and connected to at least one of the front wheel and the rear wheel, a control unit electrically connected to the motive member and comprising an outer housing, an accelerometer configured to detect acceleration in at least two distinct directions relative to the frame, the accelerometer being mounted within the outer housing and electrically communicating with the control unit, the accelerometer adapted to output an output signal that varies with a leaning angle of the motorcycle when turning, said control unit adapted to compare said output signal to a threshold signal range, said control unit further adapted to decrease the output of said motive member if said output signal is outside said threshold signal range, wherein said control unit is adapted to decrease the output of said motive member only when the vehicle is within a predetermined vehicle speed range, and when a throttle is within a predetermined throttle position range.